

300 miles  
of the

UNION PACIFIC RAILROAD,  
RUE AT NO. 10, WEST FROM OMAHA.

ACROSS THE CONTINENT,  
are now completed. The Union Pacific Railroad Company here  
a longer line of railroad in the last eighteen months than it continues the  
or any other company in the same time, and they are  
with the same line of travel and continuous  
the company's money until it was completed.  
the Western Division  
being about the same length as the one owned by the Central Pa-  
cific Company of California, and it is expected that

THE ENTIRE GRAND LINE  
to the Pacific will be open for business in 1893. MORE THAN ONE  
THIRD OF THE WORK HAS ALREADY BEEN DONE, AND MORE  
THAN ONE-THIRD OF THE WHOLE LINE IS NOW IN HAND.  
OTHER, AND MORE LABORERS ARE NOW EMPLOYED ON  
IT THAN EVER BEFORE. MORE THAN  
FOURTY MILLION DOLLARS IN MONEY  
has already been expended by the two powerful companies that  
sustained the enterprise, the Union Pacific and the Great Northern  
and western lines. When the United States Government  
it is necessary to secure the construction of the Union Pacific Rail-  
road and protect its own interests, it gave the Companies authority  
to build it at such expense as should render it specially compensa-  
ble. The available means of the Union Pacific Railroad Com-

derived from the Government and its own stockholders, may be broken down as follows:

**1.—UNITED STATES RAILROADS**  
bearing a per cent cumulative interest at the rate of 4½% per mile, 517 miles on the Pacific Main line at the rate of \$44,000 per mile for 150 miles through the Rocky Mountains; then at the rate of \$2,500 per mile on the remaining distance, for which the United States takes a second security.

**2.—THE LAND GRANT.**  
The Union Pacific Railroad Company gets a land grant, or what devolves from the Government, of 12,000 acres to the mile, which will be worth less than 4½ % per acre at the lowest valuation.

**3.—THE CAPITAL STOCK.**  
The authorized capital of the Union Pacific Railroad Company is \$100,000,000, of which over \$5,000,000 have been paid so far on the main line.

**4.—ITS OWN FIRST MORTGAGE BONDS.**  
By its charter the Company is permitted to issue its own first

gage Bonds to the same amount as the bonds issued by the Government and the same conditions as the said mortgage. The Trustee for

bankholders are Mr. H. C. Morgan, U. S. Senator from New York and the Hon. Oloffe Olson, Member of U. S. House of Representatives who are responsible for the delivery of those bonds to the Company accordance with the terms of the law.

**THE PLAN TO BUILD THE ROAD.**

Contracts for the construction of building 914 miles of first-class road were made from Omaha, comprising much of the most difficult mountain work, and embracing every expense except suffering, have been made with reasonable parties (who have already finished over 500 miles) the average rate of sixty-eight thousand and fifty-eight dollars (\$68,580) per mile. This price includes the cost of the work for construction repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other rolling-stock, to an amount that shall not be less than \$5,000 per mile.

Allowing the cost of the remaining one hundred and eighty-six miles finished miles assumed to be built by the Union Pacific Company.

**THE TOTAL COST OF ELEVEN HUNDRED MILES WILL BE AS FOLLOWS:**

914 miles, at \$68,580.....	\$62,378,120
186 miles, at \$4,500.....	837,000
All discounts on bonds, surpluses, &c.....	4,500,000
Amount.....	\$67,444,120

As the U. S. Bonds are equal to money, and the Company's own Mortgage Bonds have a ready market, we have as the

**AVAILABLE CASH RESOURCES FOR BUILDING ELEVEN HUNDRED MILES.**

U. S. Bonds.....	\$29,728,000
First Mortgage Bonds.....	23,280,000
Second Mortgage Bonds.....	15,720,000

Land Grant, 14,000,000 acres, at \$1.50 per acre.....	21,130,000
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Total: \$85,145.76

The Company have ample facilities for supplying any deficiency may arise in means for construction. This may be done wholly or partly by additional subscriptions to capital stock.

Active inquiry has already been made for a portion of their large steamships on the Pacific coast, and they offer a portion for sale. As their present value will not be available for some years to come, they remain a very important source of income to the Company. The sale of the Illinois Central Railroad Company are selling at from \$6 to 10 per acre, and other land companies in the West are receiving high prices for similar properties.

FUTURE BUSINESS.

The most skeptical have even expressed a doubt that if the Pacific Railroad were completed, the land companies would not find it profitable to sell the land, and would connect the two grand divisions of the transportation system, and would see the wonders of railway transportation; and as it would have no competitor it could always charge remunerative rates. The Pacific Mail Steamship Company of New York is running a regular line of its splendid steamers between San Francisco and China and Japan, and is doubtless the pioneer of other lines, but

of Eastern Asia. Excepting some very heavy or bulky articles, of

partially free from shortness of time decides the direction of fre-  
dom of most of these carriages will find their natural transit: over the  
Pacific Railroad.

It is quite well known to say that its traffic will be limited on  
the capacity of the line, and that no other road will find a double  
freightage. The Pacific and Oregon must be fully supplied with  
freight for its passengers, mail, treasure and other freight, be  
inhabitants of Dakota, Colorado, Utah, Idaho, and Montana will  
be with the other States almost entirely by this road. It will  
be aware to all the great mining district, which is only availing this  
means of communication to receive a population that will develop its  
mineral and other resources, and which of itself would furnish ample  
work for a railway line.

**WIDE ARRANGINGS FOR WIDE BUSINESS.**

While the shipping business of the Company will be ample, com-  
mon to it is the future, but the local business on the Pacific

in operation has been most satisfactory.

During the quarter ended July 31, an average of 320 miles per	
Unit and Pacific Railroad was in operation. The Superintendent's	
report shows the following result:	
EARNINGS.	
Passengers, Freight, Telegrams and Mail.....	\$712,375
Transportation of Contractors' Materials and Men.....	479,750
Total.....	\$1,192,125
EXPENSES.	
Fuel, Repairs, Oil, Grease, Conductors, Trainmen, &c.....	\$395,550
Net Earnings to balance.....	807,575
Total.....	\$1,303,000
The net operating expenses on the commercial business for	
quarter, were \$27,966 50. The account for the COMMERCIAL	
BUSINESS stands as follows:	
Operating Expenses and Total.....	\$27,966 50

Earnings in May, June, and July.....	100,000 00
Expenses " " ".....	277,966 50

Net Profit \$430,790

The amount of Bonds the Company can issue on 325 miles, at \$6 per mile, is: \$1,950,000. Interest in gold, three months, at six per cent, is: \$75,000; and 40 per cent premium, to correspond currency earnings, is \$100,000—showing that the net earnings for quarter were more than four times the interest on the First Bonds on this length of road.

**FIRST FORTY-FIVE BONDS.**

whose principal is now provided for, and whose interest is so lightly secured, must be classed among the safest investments. They

**SIX PER CENT IN GOLD,**

and are offered for the present at NINETY CENTS ON THE DOLLAR and accreted interest at Six Per Cent in Currency from July 1.

Many parties are taking advantage of the present high price of silver to seek exchange for these Bonds, which are over FIFTY PER CENT ADVANCE IN VALUE.

**OVER NINE PER CENT INTEREST.**

Subscriptions will be received in New-York at the Company's Office, 20 Nassau st., and by

**CONFIDENTIAL NATIONAL BANK, No. 7 Nassau**  
**CLARK, BODGE & Co. Bankers, No. 51 Wall-st.**  
**JOHN J. CUSCO & Co. Bankers, 29 Wall-st.**  
**HUDSON, WINCHESTER & Co., No. 69 Broadway**

and by the Company's advertised Agents throughout the United States upon whom maps and descriptive pamphlets may be obtained.

**JOHN J. CUSCO, Treasurer.**

August 20, 1897. NEW YORK

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AT WHOLESALE PRICES.  
**FORD & TUPPER,**  
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**No Dry - Makes the Hair Soft, Dark, and Luxuriant**

LONDON	Gray Hair	Does not	Reverts
LONDON	Black Hair	Color	Reverts
LONDON	Restored	Black Hair	Stain or Soil
LONDON	without	Black Hair	Anything
LONDON	without	Black Hair	Anything

Only 75 cents a bottle; half dozen for \$4. Address orders to  
SWAYNE & CO., Philadelphia. Sold by all Druggists.

**Schenck's Pulmonic Syrup, Sea-Weed Tonic,**  
**Mundradke Pills.** - The SCHENCK will be absent from this city  
TUESDAY, November the 12th.

It is necessary for patients to see Dr. SCHENCK, from 9 a.  
m. to 12 m. It is necessary for patients to see Dr. SCHENCK, except when  
on the examination of the lungs is required with his RESPIR-  
TOR, as he keeps a large supply of his medicines at his Rooms.

may be obtained at all times, with full directions printed in English.

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Warts, Wens, Moles, Moth. Freckles, Comedones (Black Warts) all promptly eradicated or safely dissipated on the face or other parts of the body, including all cutaneous diseases of the head including hair or premature graying. No charge for consultation personally or by letter.

**K.**

**K.**  
RADWAYS  
READY RELIEF  
INTERNAL AND EXTERNAL  
WILL  
INSTANTLY STOP PAIN,  
and speedily Cure all Rheumatic, Neuralgic, Nervous and Malarial Complaints. Asthmatic Coughs, Diarrhoea and Bowel Complaints, Sick Nervous Headaches.

Price 50 Cents a Bottle.

**Finer Gold Watch Chains.**  
New Styles, for sale by G. C. ALLEN,  
No. 415 Broadway, one floor below Canal

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For sale by G. C. ALLEN, No. 415 Broadway.

**Mourning Engravings, Pins, and Bracelets.**  
For sale by GEO. C. ALLEN, No. 413 Broadway.

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The best TRUNK and SUFFICIENT for every occasion, made with Klant  
only, without any Metal Spikes. Guaranteed the best ever made in  
this world or in the world. Perfect satisfaction given or the money  
returned. Call and examine for yourselves at No. 266 Broadway, oppo

**Clothes Wringers** of all kinds promptly repaired. Dealers  
plied with Dett's Wringing Machine and the "Lustra" Wringer. A  
BROWNING, Gen. Agt. 39 Canal Street, New York.

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for all kinds of skin diseases, such as scald head,

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